

wherein each of said tooth portions has a radial length h_t and a width b_t that satisfies an expression $0.15 < b_t/h_t < 0.4$.

11. (New) The automotive alternator according to claim 10, further comprising a cooling fan fixed to said rotor.

12. (New) The automotive alternator according to claim 11, wherein an entire axial length of a blade of said cooling fan overlaps a coil end group of said stator in a radial direction.

13. (New) The automotive alternator according to claim 11, wherein air discharge apertures are formed in a radial side surface of said case.

14. (New) The automotive alternator according to claim 13, wherein an entire axial length of a blade of said cooling fan overlaps a coil end group of said stator in a radial direction.

15. (New) The automotive alternator according to claim 10, wherein said stator includes a distributed winding installed in said stator core.

16. (New) The automotive alternator according to claim 10, wherein said stator includes a plurality of winding sub-portions, each constructed by installing an electrical conductor so as to alternately occupy an inner layer and an outer layer in a slot depth direction in

AMENDMENT UNDER 37 C.F.R. § 1.111
U.S. Appl. No. 09/964,697 (Q66294)

slots, which are defined by said base portion and adjacent pairs of said tooth portions, at a predetermined slot interval.

17. (New) The automotive alternator according to claim 10, wherein said stator includes slots, which are defined by said base portion and adjacent pairs of said tooth portions, that are formed at a ratio of two or more per phase per pole.

18. (New) The automotive alternator according to claim 10, further comprising ventilation channels formed by a coil end group of a stator winding of said stator and said tooth portions of said stator core, wherein said ventilation channels are arranged at a non-uniform pitch.